ABSTRACT OF THE DISCLOSURE

The electronic control unit sets an initial value of an inertia torque equivalent flow rate Qmg as an air flow equivalent to an inertia torque that acts on rotational elements related to a crankshaft 26, and a diminishing rate thereof, based on a shift position SP and coolant temperature Tw after the engine is cranked by a motor generator and the engine speed reaches an idle speed. The electronic control unit controls an the engine speed using an idle speed maintaining flow rate Qisc which is obtained by subtracting the inertia torque equivalent flow rate Qmg from a target idle speed maintaining flow rate Qisc*.